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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY Austria (Soviet Zone)

SUBJECT Mobile Aviation Repair Shop at Wiener-Neustadt/Aircraft Repair Procedure

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THIS IS UNEVALUATED INFORMATION

25X1 [redacted]

1. The Mobile Aviation Repair Shop of the 59th Air Army (PARM-11) was located approximately 50 km south of Vienna and three kilometers north of Wiener-Neustadt on the east side of the highway between the two cities. The installation was located approximately one kilometer directly east of a large airfield, about which I know nothing.

2. The abbreviation "PARM" means "Peredvizhnaya Avio Remontnaya Masterskaya" (Mobile Aviation Repair Shop); the number following the abbreviation designates the level to which the shops are assigned. PARM-1, for example, is the shop assigned to an Air Regiment, PARM-4 is assigned to an Air Division, and PARM-11 is assigned to an Air Army. PARM-11 at Wiener-Neustadt is the shop assigned to the 59th Air Army. PARM-1, at the Regimental level, is equipped to handle only very minor maintenance such as airframe repairs. PARM-4 is equipped to handle maintenance at a slightly higher level, including engine changes, minor instrument and radio repair, painting, replacement of tubings and the like. PARM-11 takes care of major repair and correction of serious deficiencies.

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25X1 3. [redacted] at PARM-11 at Wiener-Neustadt [redacted], the 59th Air Army had only PE-2 and PO-2 type aircraft. The shops, therefore, were equipped to handle only these types of aircraft. 25X1 [redacted] nothing to indicate that the shops were to be converted to accommodate the IL-28 jet-type aircraft with which the 59th Air Army was scheduled to be equipped. 25X1

4. The following description of the overhaul of a PE-2 type aircraft will demonstrate the operation of the shops. Soviet Air Force Regulations require that all PE-2 type aircraft be sent to PARM-11 for major overhaul upon completion of 500 hours of flying. A plane may also be sent in if damaged to an extent requiring major repair. When the plane is ready to be sent in, the senior technical officer of the squadron submits a statement (Zayavka) to the senior engineer of the regiment stating that the aircraft has completed its 500 hours of flying time and requesting that it be sent to PARM-11 for major overhaul. The senior engineer of the regiment indorses the request and sends it to the senior engineer of the division, who in turn forwards it to the senior engineer of the Air Army. If the PARM is able to accommodate the aircraft, the senior engineer of the Air Army approves the request, stating when the aircraft may be brought to the shops. When the senior engineer of the regiment receives the approved request, he assigns a team to inspect the plane. The team includes himself, the senior technical officer of the squadron, the technical officer of the flight and the technical officer of the aircraft. The team inspects the aircraft minutely and then the technical officer prepares a "Tekhnicheskii Akt" (Technical Act), which is a form containing the following information:

(a) Where the aircraft is to be sent

(b) Name of Technical Officer requesting overhaul or repair

(c) Reasons for overhaul or repair

(d) Number and type of the aircraft

(e) Deficiencies noted during inspection

(f) Work required to correct the deficiencies

(g) Signatures of inspection team members

The plane is then flown to PARM by a crew consisting of a pilot, navigator, radio operator-gunner and the technical officer of the aircraft. The Technical Act is taken to the PARM by the plane's technical officer.

5. Upon arrival at the shops, the aircraft is parked on the ramp to await its turn and the pilot, navigator and radio operator-gunner return to their home station. The senior aircraft mechanic and his assistant are driven to the PARM, and remain with the plane until the overhaul is completed. While the plane is parked on the ramp the technical officer, the senior mechanic and the assistant mechanic remove the gasoline, oil and water from the plane, clean it thoroughly and begin to loosen the engine mounts. The plane is then taken into the hangar where the engines are removed and sent to the engine shop. As soon as the plane is in the hangar and the engines are removed, an inspection is made to determine its stability. Should the plane be found to be unstable or out of proportion, it is immediately scrapped. If it is stable and not out of proportion, the technical officer receives a receipt for the plane from PARM and returns to his home station.

6. The senior aircraft mechanic, his assistant and the crews from PARM then begin to disassemble the plane; the wings, landing gear and complete tail section are removed. Also removed are all plexiglass, engine mounts, landing gear wells, gasoline tanks, oil tanks, radiators, oil lines, gasoline lines, ventilating systems, oxygen systems and hydraulic systems. Following this, all electrical equipment, including all instruments, electrical motors, lights and generators, is removed, as is all radio equipment, including transmitters (RSB-3BIS), receivers (US-100), intercommunications systems and the radio compass. All parts are then taken to the appropriate shops at PARM for inspection and necessary repair. When inspection and repair have been completed, the parts are again collected in the aircraft shop of the hangar and reassembly begins. While the fuselage and its related parts are undergoing their inspection and repair, the engines are at the same time undergoing complete overhaul in the engine shop. The engine overhaul consists of a complete disassembly of the engine thorough inspection, cleaning, repair or replacement of necessary parts and reassembly. When the engines are reassembled, they are taken to the testing station where they are run up, usually for seven or eight hours at speeds up to 2700 RPM. The engines are then returned to the aircraft shop and installed in the aircraft. When the plane is completely reassembled, a committee is delegated by the commanding officer of the PARM to inspect the plane. All deficiencies are noted and corrected. When the plane passes a final inspection in the hangar, it is returned to the ramp and given a thorough preflight test by an especially appointed officer from PARM. The senior aircraft mechanic and his assistant then give the plane a thorough check. If the plane if found to be satisfactory by these two men, the senior mechanic of the aircraft notifies his regimental engineer. The regimental engineer then orders a technical officer, usually the technical officer of the squadron to which the plane belongs, to go to PARM and inspect the aircraft once again. This technical officer then orders the corrections of all deficiencies which he has noted during his inspection. When the aircraft has been passed by the squadron technical officer, the latter returns to his home station and the technical officer of the aircraft, a pilot, a navigator and a radio operator-gunner are sent to PARM to return the plane to its home base. The inspection committee, which was delegated by the commanding officer of PARM, initiates another Technical Act itemizing the work completed; one copy goes with the plane and a second remains at PARM. The technical officer of the aircraft then signs for his plane and it is returned to its home base.

7. Complete overhaul of a plane usually took 2-2½ months. I attribute the long time necessary to the limitations at PARM and to the fact that the shops were in operation only eight hours a day six days a week. The assembly hangar could accommodate only five aircraft at one time. At the most, there were 25 men working in the aircraft shop of the hangar. These men were divided into groups according to their specialties. Each group would work on all five aircraft simultaneously.

8. I estimate that 150 NCO's and EM were permanently assigned to PARM; this force was of course supplemented by technical personnel who accompanied their aircraft to the shops. The permanent personnel were billeted in the Kaserne, while the visiting personnel were billeted in the multi-purpose building (point 7 below). I know nothing about officer personnel. No civilians were employed at the installation.

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9. I have located the following points on a sketch which is attached /Enclosure A/:

Point #1. MAIN ENTRANCE. The main entrance to the shop area was controlled by the use of a boom-type gate only. The road (point #11) entering the shops began at this point.

#1a. MAIN GATE GUARD HOUSE. This small wooden hut accommodated a single guard whose only duty was to check the identification of all personnel entering and leaving the area.

#2. UTILITIES AND SUPPLY WAREHOUSE. This "L" shaped, brick building measured approximately 30 x 30 x 12 m, was approximately 13 m high and had a red tile covered roof. All food supplies, beds, furniture and supplies of coal and wood were stored in this building.

#2a. LOADING AND UNLOADING AREA. This open area was not fenced and measured approximately 30 x 30 m. All trucks, bringing supplies to and taking supplies from this warehouse (point 2), were loaded and unloaded in this area.

#3. PARKING AREAS. Approximately 70 trucks of the ZIS-5 type were kept in these areas for use in the shops and for use when the shops were moved from one place to another. All were kept in a constant state of readiness though the majority were not used.

#4. FUEL TANK TESTING SHOP. I know of its location only from hearsay. The great number of gasoline and oil tanks which had to be tested for leaks and defects during a short period of time necessitated maintenance of such a shop.

#5. TOOL REPAIR SHOP. I know nothing about this building except that all tools such as wrenches, hammers, drills and tool machines were repaired here.

#6. AUTO REPAIR SHOPS. This single-story, brick building measured approximately 30 m long, 10 m wide and 8 - 10 m high. The entrance was on the east side. [redacted] All trucks and automotive equipment utilized by PARM was repaired and maintained in this shop.

25X

#7. MULTI-PURPOSE BUILDING. This brick, two-story building measured approximately 60 m long, 20 m wide, 20 m high and had a red tile covered, gable-type roof. The first floor of the building contained the Post Exchange (Voyentorg), the Personnel Department (Stroevoi Otdel) and the guards' billets. The second floor of the building was divided into three large rooms which were used as billets for mechanics and other military personnel who were attached to the PARM or were merely transient personnel awaiting the completion of maintenance of their aircraft.

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#7a. POST EXCHANGE. This store occupied the northern end of the first floor of the building (point 7) and sold such items as food products, material for clothing, candy, cigarettes and jewelry. All military personnel, whether stationed at the installation or not, could purchase at this store.

#7b. PERSONNEL DEPARTMENT. This department was actually a part of the Headquarters Section of the installation. I believe it was separated from the rest of the Headquarters and located in this building, rather than in the Kaserne (point 8), because the majority of the attached personnel were billeted in this building.

#7c. GUARDS BILLETS. This section consisted of the sleeping quarters of the guard of the installation. [redacted] heard from several of the guards that two or three plain wooden planks were constructed in this section for use as beds by the guards.

25X

#8. KASERNE. This three-story, white-painted, brick building measured approximately 60 m long, 30 m wide and 30 m high. The building accommodated the living quarters of the permanent personnel assigned to the shops and the Headquarters Section of the installation. The Headquarters was located in the northwestern corner of the 1st floor of the building (point 8a). The second and third floors were utilized as billets for the permanently assigned NCO's and EM. All officers, single and married, were billeted in a small unknown village which surrounded the installation.

#8a. HEADQUARTERS SECTION. I believe the offices of the PARM commander and his staff were located here.

#9. NCO AND EM MESS HALL. This was a single-story, wooden frame building measuring 25 m long, 15 m wide and 7 m high. I should estimate that no more than 65 men could be fed in the mess hall at one time. The kitchen facilities were very limited, occupying a space of approximately 40 square meters. There were no messing facilities in the shop area for officer personnel.

#10. SPECIAL EQUIPMENT (RADIO AND ELECTRICAL) REPAIR SHOPS. Two shops were utilized by this department, one for electrical equipment (including instruments) repair and one for the repair of radio equipment. One of these shops was located in this building while the other was located in the building (point 22). I do now know which shop was located in which building. This wooden building measured approximately 25 m long, 15 m wide and 7-8 m high.

25X

#11. DIRT ROAD. This simple dirt road was approximately six meters wide and served the installation approximately as shown in the sketch.

#12. ENGINE STORAGE AREA. This open area, measuring approximately 50 m square, was used as a storage space for both overhauled and new engines and engines which were waiting to be overhauled. Although there was no fence around it, the area was guarded 24 hours a day by a single guard.

#13. ASSEMBLY HANGAR. This single-story, reenforced concrete construction measured approximately 150 m long, 50 m wide and 20 m high. The roof was the closed type, constructed of three reenforced concrete arches. No support columns were located within the hangar; all of the columns were spaced along the frame of the construction. The floor of the hangar was divided into two sections, as below:

#13a. AIRPLANE SHOP (Samolyotnyi Tsekh). All disassembly and assembly of the aircraft was done in this section of the hangar. The only crane in the hangar was located here. The crane was merely a pulley-block affair which was used to remove and replace the engines. The shop could accommodate no more than five aircraft at one time.

#13b. ENGINE SHOP (Motornyi Tsekh). All disassembly and assembly of the engines was handled in this shop. All of the engines not being worked on were kept in the storage area (point 12). All tools used in the disassembly and reassembly of the engines, including such special testing instruments as micrometers and feeler gauges, were kept in this section.

#14. GASOLINE AND OIL STORAGE AREA. This small open area was approximately 20 m square and was used to store small quantities of gasoline and oil used in the testing of the engines at the testing station (point 15). The area was not fenced, but was guarded 24 hours a day by a single guard. I do not know where the main gasoline and oil storage dump of the PARM were located.

#15. ENGINE TESTING STATION. This single-story, red brick building was approximately 15 m square. The roof was of red tile. One engine-testing stand and one pulley-block crane were located in this section.

#16. CONCRETE RAMP. This ramp was constructed of concrete and measured approximately 180-200 m long and 70 m wide. The south side of the ramp was closed off by means of a barbed wire fence (point 19). Aircraft which had just arrived for repair and aircraft which had been completed in the shops were parked on this ramp. About 50 aircraft could be parked on this ramp.

25X

#17. AIRCRAFT ENTRANCE TO THE SHOPS. This entrance was located on the south side of the parking ramp (point 16) and was approximately 25 m wide. It served as the only entrance and exit to the shops for aircraft.

#18. AIRFIELD. This area a simple dirt field, constituted the landing field for the PARM.

#19. BARBED WIRE FENCE. This fence was approximately 2½ m high and was constructed in the areas shown on the sketch.

#20. ROAD. This asphalt-covered road, approximately 14 m wide, connected the hangar ramp (point 16) with the highway to Wiener-Neustadt.

#21. STONE FENCE. The bottom part of this fence was constructed of stone and was approximately 2½ m high and 40 cm thick. The upper part of the fence was of barbed wire, approximately one meter high. The total height of the fence was therefore approximately 3½ m.

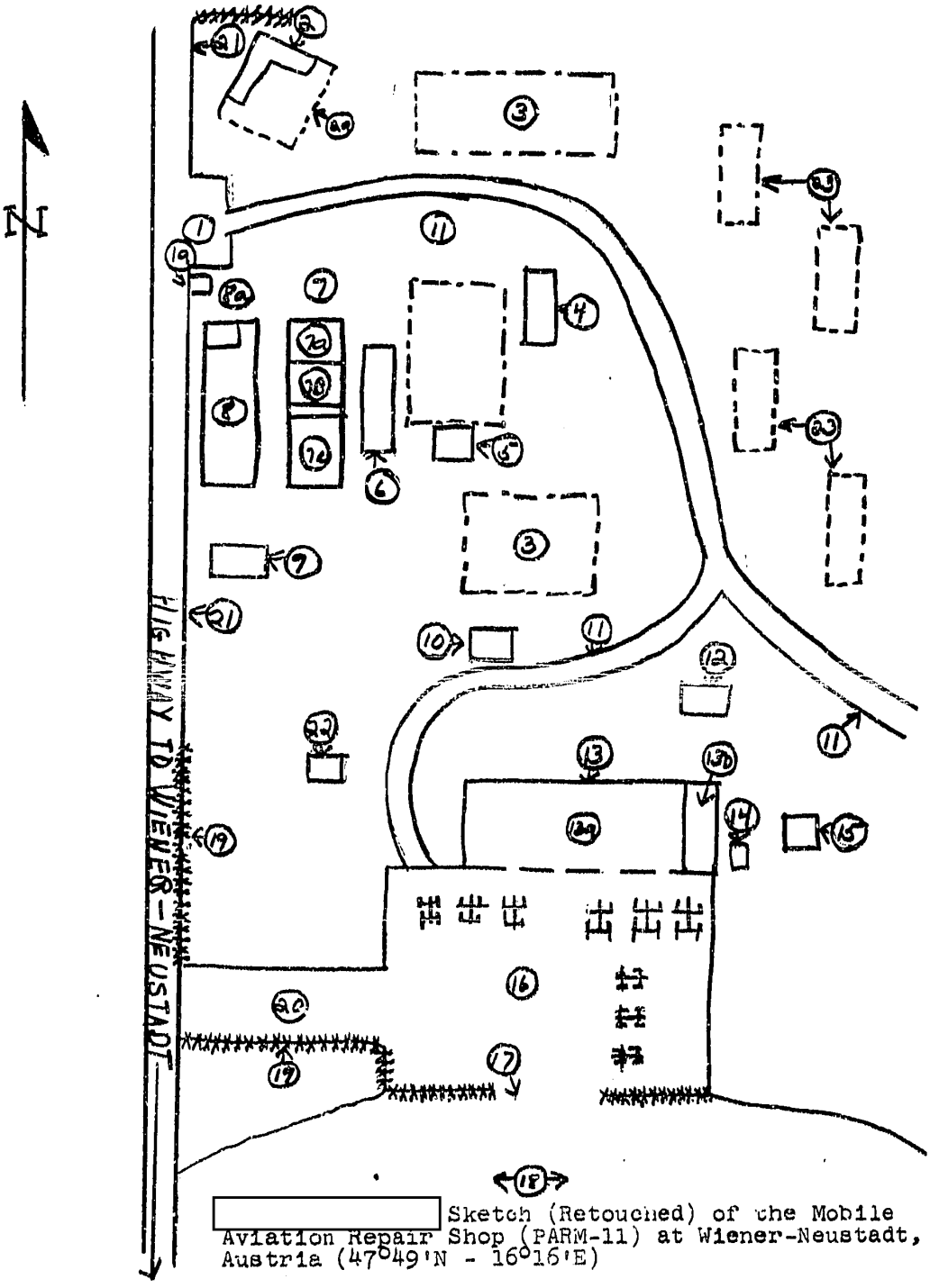
#22. SPECIAL EQUIPMENT SHOPS. Reference is made to point 10 above. This building measured approximately 15 m long, 10 m wide and 7 m high. The building was single-storied and was constructed of wood.

#23. UNKNOWN BUILDINGS. I believe several buildings were constructed in this area but I know nothing about them.

-end-

25X1 ENCLOSURE (A): [redacted] Sketch of PARM-11

ENCLOSURE (A) [redacted] 25X



25X1 [redacted] Sketch (Retouched) of the Mobile Aviation Repair Shop (PARM-11) at Wiener-Neustadt, Austria (47°49'N - 16°16'E)